

## MILLION IN HIS SATCHEL

W. H. Harris Carried a Grip Full of Securities When Arrested.

### A SCHEME TO SELL OFFICES

After Organizing a Jersey Corporation and Getting Ex-United States Treasurer Harrison Interested, He Borrowed Cash Right and Left.

By the United Press.

Cincinnati, O., Dec. 13.—Ex-United States Treasurer J. N. Harrison's corporation partner, William H. Harris, was arrested yesterday for larceny in the first degree, under a charge preferred in New York. It is alleged that Harris, as general manager of the General Electric, Gas and Iron company, of New Jersey, had defrauded the Mutual Reserve Fund Life Association, of New York, to the extent of several thousand dollars.

In 1891, at Connersville, Ind., Harris organized the American Gas company on a stupendous scale. It was incorporated under the laws of Indiana. J. N. Harrison, treasurer of the Mutual Reserve Fund Life Association, was president of the company, his son secretary and treasurer, and Harris was general manager. The company is now in the hands of a receiver.

When Harris was arrested a valise was found in his room and taken to the station house. This valise was opened and found to contain \$1,000,000 in American Gas company stock.

General Harding, the Kentucky attorney, and General Huston arrived here last night, and were closeted together in the Emory hotel to devise the best means of exonerating themselves from the unpleasant connection their names must necessarily have in the expose of the American Gas company's affairs made certain by Harris' arrest.

### Promises to Involve Big Men

Harris is today at the Police Station hospital, very sick. This morning his attorney, Colonel Michie, called at police headquarters and demanded Harris' property, consisting of a canceled \$1,000 promissory note, a gold watch and some papers. There was no demand for the stock. This requisition was refused, on the plea that it was held for court evidence.

A telegram was received from Inspector McLaughlin, of New York, stating that an officer would be here as soon as papers in the case are completed. Harris will make a fight against returning, but will be surrendered to the New York authorities. He first became known here when, in 1880, he tried to start a big brewery at Steubenville. He then tried to start an insurance company on the secret order plan. He succeeded in organizing the Kana-wha Coal company, with a capital of \$150,000, and had well known Cincinnati people on his list. This also fell through. He then tried other schemes, and finally started the Southern Fuel company, at Mayville, in 1891. Harris then dropped out, and the company was sold to the Standard Oil company.

### He Was Selling the Offices

New York, Dec. 13.—William H. Harris, who was arrested in Cincinnati on a telegram from Inspector McLaughlin, was indicted in November for grand larceny in the first degree upon the complaint of Charles F. Blandin, manager of one of the departments of the Mutual Reserve Life Insurance association, of this city. In his complaint Mr. Blandin avers that he first met Harris in this city on Feb. 9 through an advertisement. Harris represented himself to be the owner of one-half of the capital stock of the General Electric Gas and Iron company, incorporated under the laws of New Jersey, with a capital stock of \$5,000,000. Harris said he had \$1,500,000 worth of the stock had been issued at par, and that he owned one-half of the stock, which he said was then worth \$1,000,000. The president of the company, he said, was John M. Farquhar.

Harris said he wanted an advance of \$2,500, and that if he received the advance he would bring about the election of Mr. Blandin to the post of secretary of the company, and that if Mr. Farquhar retired from the presidency, which he had an idea of doing, Mr. Blandin would be elected president.

Blandin advanced the \$2,500, and subsequently \$5,000 more. He was elected secretary of the company, and when Mr. Farquhar resigned the presidency, in June, he was not made president. Harris transferred one-half of his holdings of the stock of the company to Blandin, but Blandin says he has since learned that the stock is worthless. Harris had represented that the company had no debts whatever, but Blandin discovered that it owed its taxes in New Jersey, and in this state, and had never paid any taxes whatever.

Mr. Blandin also learned that Harris entered into an arrangement similar to the one that he entered into with him, with Mrs. Marie Riddle, and with George F. Speir. Mr. Blandin alleges that he discovered that Harris had formed a number of other companies for the purpose of selling the stock under like circumstances, to would-be secretaries and presidents of the companies.

### ROACHES IN HER HEAD.

Remarkable Story Told of a West Bethlehem Woman.

By the United Press.

Hazleton, Dec. 13.—Mrs. Emma Fly, of No. 49 Canal street, West Bethlehem, is a woman of whom a most remarkable story is told. She has lived for nearly a week with seventeen live roaches in her ear. On Sunday she first noticed a peculiar sensation in her right ear. She imagined it to be the results of a cold and applied a family liniment. She ob-

tained no relief, however, and soon began to suffer from a violent headache. Her husband bought a bottle of camphorated oil and dropped the oil into the ear. The woman felt better and last Friday she blew tobacco smoke into the affected organ.

Then a startling discovery was made when a live roach crept out and soon others followed. With a hair pin several more were extracted, but they were dead. Today the operation was resumed and more of the pests were taken out. In all seventeen roaches were lodged in the ear. Mrs. Fly is not much improved, however. She says she cannot hear at all, whereas before she could distinguish loud sounds, and she experienced a constant buzzing sound in her head. She also suffers much from headache. More of the camphorated oil was poured in until the passages were almost clogged, and it is thought this is the cause of her deafness. She has no idea how the insects got into her ear. She says the house has been full of roaches ever since the high water of Sept. 8. Her only sister is that they may have crawled into the ear while she lay asleep in bed. The roaches extracted were of various sizes.

### INDUSTRIAL TOPICS.

Coke Bros. deny that their mine will close down for the remainder of December.

It is semi-officially stated that the November earnings of the Illinois Central were the largest of any month since the close of the World's fair.

William F. Halleck, general manager, J. Archibald, consulting engineer, and Division Freight Agent W. A. Fleming, of the Lackawanna, were in Buffalo Wednesday.

The Carbonade and Forest City Passenger Railway company is anxious to begin work on the Crystal lake road, but they are handicapped by the fact that they have been unable to get any right of way from Carbonade.

The Jersey Central railroad has just completed a new building 20x50 feet in dimensions near Mauch Chunk, which is to be used as a hotel for coal and freight crews who remain at the opposite end of the lower division.

One of the most beautiful calendars of the New Year has been issued by the Lehigh Valley railroad. It is headed by a map showing the ramifications of the system with views from hand drawings of the scenery all along the route. It is one of the prettiest things out—but then the Lehigh never does things by halves.

The report that the Reading Coal and Iron company will close its collieries on Dec. 13 for the remainder of the month is denied by officials of the company, who say that, on the contrary, the present policy of working on half time and half pay will be continued to the end of the year at least.

There is every indication that the western lines will begin the new year with a firm intention of maintaining the anti-pass agreement. Nearly one hundred roads have signed the agreement and many of them have already sent word to all agents to refrain absolutely from giving any transportation that can influence traffic.

Henry Flosheim, owner of the Germania and Nottingham mines, at Pineville, Washington county, the first coal operator to take advantage of the abrogation of the wage scale, and yesterday he gave notice to his 700 employees that on and after Dec. 17 the rate for mining will be 55 cents per ton, a reduction of 10 cents from scale wages.

The story comes from reliable authority that the Vanderbilts are preparing to complete the Beech Creek railroad to Philadelphia, and thus carry out the long cherished plan to connect their eastern and western lines in a new place. The Beech Creek railroad extends from present Williamsport to Mahanoy, which is in Clearfield county.

The anthracite situation generally is more or less encouraging, although there is no active demand at present and none is likely until the present mild weather gives way to a cold "spell." Calvin Pardee, one of the most prominent coal men in the city, speaking of the situation in Philadelphia the other day, said there is a distinct improvement so far as harmony among the various interests is concerned, and he anticipates further improvement in the near future. That the restrictive policy now in force will be continued he does not doubt, as any other method would bring ruin to some of the anthracite coal interests. The various companies, he said, could mine at least 25 per cent. more than the market could absorb, and were an unlimited production allowed prices would certainly be below the actual cost of mining, with the result that the end would not be long deferred to certain producers. He believed, however, that the danger of such a disaster was past and that the future would be an improvement over the past.

Here is the outline of another air-line railroad fair tale, which owes authorship to the Pittsburgh Post. You can believe it or not, as you choose. The new road is called the Atlantic and Pacific Air line, and it runs on paper—in a bee line from Gotham to "Prisco." The distance between the two cities will be covered in forty-five hours. The right of way has already been secured across half a dozen of the western states, and the route has been laid out from the Delaware and the Mississippi rivers. Construction work is to be begun in the spring on the eastern end, and the company hopes to see the line completed as far as Chicago within the next five years. If the plan of building the road is accomplished as it is laid out, it will be an innovation in railroad construction. It is to be double track, and there will be no grade crossings between New York and San Francisco, so that there will be no place where a train or a buggy can cross the track. A clear track consequently will last time is the object of such a feature. The distance between New York and Chicago will be covered in thirteen hours. W. L. Wallis, capitalist of Sharon, Pa., is financially interested in the air line, and in a recent interview had the following to say about the enterprise: "It will take many years to complete the air line but I am a firm believer that it will be a success, and will annihilate time between the two oceans. The probable cost of the road will be at least \$100,000,000, and a bill is being prepared that will be sent to congress asking the government to insure the bonds. If they will do this there is an English syndicate ready to take \$30,000,000 worth of the bonds. I am in receipt of a letter from William Dunning, general manager, who states that if the government does not insure the bonds they will go on and

build the road as an independent corporation. Mr. Wallis has just returned from San Francisco, and states that California will furnish, free of cost, ample terminals on the bay, and a strip of 100 feet across the entire state, with \$1,000,000 subsidiary to be paid when the line is completed. Nothing seems to stand in the way of the air line being a success."

### STOCKS AND BONDS.

By the United Press.

New York, Dec. 13.—Speculation at the Stock exchange was more active and business was rather better distributed than a long time past. The sales were 312,629 shares, which Sugar figured for the enormous total of 175,000 shares. The practical defeat of the free sugar bill, and the advance in refined today of 1-16c per pound in the option of most operators hardly accounts for the enhancement noted. It will be remembered that President Harrison in his famous interview previous to the declaration of the regular dividend, stated that the trade was in poor shape, and ordered the closing down of the market. Subsequently the order was modified, and later when the directors met he was overruled in the matter of the dividend. This, it was said, has created internal divisions and one of the biggest battles in the history of this most phenomenal stock is now going on.

Notwithstanding the excitement in Sugar, operators paid considerable attention to the railway list. The street has come to the conclusion that the senate will pass the Patterson pooling bill, and that, too, at an early date. The impression also prevails that the Rock Island directors, who are to meet shortly, will see their way clear to declare the usual dividend. Furthermore, earnings this month at least are likely to make a good showing as compared with the corresponding period last year. The engagement of \$2,000,000 sold for shipment to Europe on Saturday had no effect. The improvement in prices ranged from 1/2 to 1 1/2 per cent., and as a rule the best figures of the day were shown at the close. Speculation left off strong. Net changes show gains of 1/2 to 1 1/2 per cent., outside of Sugar, which rose 3/4.

The range of today's prices for the active stocks of the New York stock market are given below. The quotations are furnished The Tribune by G. D. B. Dimmock, manager for William Lim, Allen & Co., stock brokers, 412 Spruce street, Scranton.

Op'n.	High.	Low.	Clos.
Am. Cot. Oil.....	25 1/2	25 1/2	25 1/2
Am. Sugar Ref. Co.....	94	94	94
A. M. T. Co.....	96	96	96
Atch. To. & S. Fe.....	4 1/2	4 1/2	4 1/2
Can. South.....	11 1/2	11 1/2	11 1/2
Chicago Gas.....	72 1/2	72 1/2	72 1/2
Ches. & Ohio.....	18 1/2	18 1/2	18 1/2
Chic. & N. W.....	99	99	99
Chic. & Q.....	72 1/2	72 1/2	72 1/2
C. C. & St. L.....	28 1/2	28 1/2	28 1/2
Chic. Mil. & St. P.....	69 1/2	69 1/2	69 1/2
Chic. R. I. & P.....	63 1/2	63 1/2	63 1/2
Delaware & Hudson.....	127 1/2	127 1/2	127 1/2
Dist. & C. F.....	104	104	104
Gen. Electric.....	35 1/2	35 1/2	35 1/2
Lake Shore.....	130 1/2	130 1/2	130 1/2
Louis. & Nash.....	54 1/2	54 1/2	54 1/2
Manhattan Ed. L.....	104	104	104
Mo. Pacific.....	29 1/2	29 1/2	29 1/2
Nat. Cordage.....	94	94	94
Nat. Lead.....	40	40	40
N. Y. C. & H. J.....	94 1/2	94 1/2	94 1/2
N. Y. Central.....	100 1/2	100 1/2	100 1/2
N. Y. L. E. & W.....	114	114	114
N. Y. & N. E.....	22 1/2	22 1/2	22 1/2
N. Y. & W. P.....	42 1/2	42 1/2	42 1/2
Nor. Pacific.....	18 1/2	18 1/2	18 1/2
Ont. & West.....	15 1/2	15 1/2	15 1/2
Phil. & Read.....	124 1/2	124 1/2	124 1/2
Texas Pacific.....	10 1/2	10 1/2	10 1/2
Union Pacific.....	12 1/2	12 1/2	12 1/2
Wabash.....	6 1/2	6 1/2	6 1/2
Wash. Pr.....	14 1/2	14 1/2	14 1/2
West. Union.....	88 1/2	88 1/2	88 1/2

### CHICAGO BOARD OF TRADE PRICES.

Op'n.—High.—Low.—Clos.

ing. est. int. ing.

WHEAT.....

May.....

December.....

OATS.....

May.....

December.....

CORN.....

May.....

January.....

LARD.....

January.....

POPK.....

January.....

May.....

Scranton Board of Trade Exchange Quotations.

No. Par Bid. Ask.

10 100 Scranton Packing Co.....

5 50 Scranton Turnpike.....

5 100 Scranton Glass Co.....

5 100 Traders Nat'l Bank.....

5 100 Mt. Jersey Nat'l Bank.....

5 100 Moosic Mountain Co.....

60 50 Lacka. & Montrose.....

10 100 Scranton Savin Hill.....

25 100 Third Nat'l Bank.....

10 100 First Nat'l Bank.....

15 100 Lacka. Trust & Safe.....

400 50 Scranton Trac. Co.....

20 100 Walker Automatic & Steam Coupler Co.....

50 100 Walker Automatic & Steam Coupler Co.....

5 100 Suburban Elec. Light.....

20 100 Albany Electric Co.....

2 500 Scranton Glass Co.....

(Bonds).....

8 100 Wyandott Water Co.....

(Bonds).....

7 100 Stevens Coal & Coke.....

(Bonds).....

2 100 Scranton Jar and Stopper Co.....

20 50 Dime Bank.....

1 100 Scranton Axle Works.....

New York Produce Market.

By the United Press.

New York, Dec. 13.—Flour—Dut. held firmly. Wheat—Fairly active, steady, 5c.

lower; No. 2 red store and elevator, 69 1/2c; No. 3, 68 1/2c; No. 4, 67 1/2c; No. 5, 66 1/2c; No. 6, 65 1/2c; No. 7, 64 1/2c; No. 8, 63 1/2c; No. 9, 62 1/2c; No. 10, 61 1/2c; No. 11, 60 1/2c; No. 12, 59 1/2c; No. 13, 58 1/2c; No. 14, 57 1/2c; No. 15, 56 1/2c; No. 16, 55 1/2c; No. 17, 54 1/2c; No. 18, 53 1/2c; No. 19, 52 1/2c; No. 20, 51 1/2c; No. 21, 50 1/2c; No. 22, 49 1/2c; No. 23, 48 1/2c; No. 24, 47 1/2c; No. 25, 46 1/2c; No. 26, 45 1/2c; No. 27, 44 1/2c; No. 28, 43 1/2c; No. 29, 42 1/2c; No. 30, 41 1/2c; No. 31, 40 1/2c; No. 32, 39 1/2c; No. 33, 38 1/2c; No. 34, 37 1/2c; No. 35, 36 1/2c; No. 36, 35 1/2c; No. 37, 34 1/2c; No. 38, 33 1/2c; No. 39, 32 1/2c; No. 40, 31 1/2c; No. 41, 30 1/2c; No. 42, 29 1/2c; No. 43, 28 1/2c; No. 44, 27 1/2c; No. 45, 26 1/2c; No. 46, 25 1/2c; No. 47, 24 1/2c; No. 48, 23 1/2c; No. 49, 22 1/2c; No. 50, 21 1/2c; No. 51, 20 1/2c; No. 52, 19 1/2c; No. 53, 18 1/2c; No. 54, 17 1/2c; No. 55, 16 1/2c; No. 56, 15 1/2c; No. 57, 14 1/2c; No. 58, 13 1/2c; No. 59, 12 1/2c; No. 60, 11 1/2c; No. 61, 10 1/2c; No. 62, 9 1/2c; No. 63, 8 1/2c; No. 64, 7 1/2c; No. 65, 6 1/2c; No. 66, 5 1/2c; No. 67, 4 1/2c; No. 68, 3 1/2c; No. 69, 2 1/2c; No. 70, 1 1/2c; No. 71, 1/2c; No. 72, 1/4c; No. 73, 1/8c; No. 74, 1/16c; No. 75, 1/32c; No. 76, 1/64c; No. 77, 1/128c; No. 78, 1/256c; No. 79, 1/512c; No. 80, 1/1024c; No. 81, 1/2048c; No. 82, 1/4096c; No. 83, 1/8192c; No. 84, 1/16384c; No. 85, 1/32768c; No. 86, 1/65536c; No. 87, 1/131072c; No. 88, 1/262144c; No. 89, 1/524288c; No. 90, 1/1048576c; No. 91, 1/2097152c; No. 92, 1/4194304c; No. 93, 1/8388608c; No. 94, 1/16777216c; No. 95, 1/33554432c; No. 96, 1/67108864c; No. 97, 1/134217728c; No. 98, 1/268435456c; No. 99, 1/536870912c; No. 100, 1/1073741824c; No. 101, 1/2147483648c; No. 102, 1/4294967296c; No. 103, 1/8589934592c; No. 104, 1/17179869184c; No. 105, 1/34359738368c; No. 106, 1/68719476736c; No. 107, 1/137438953472c; No. 108, 1/274877906944c; No. 109, 1/549755813888c; No. 110, 1/1099511627776c; No. 111, 1/2199023255552c; No. 112, 1/4398046511104c; No. 113, 1/8796093022208c; No. 114, 1/17592186044416c; No. 115, 1/35184372088832c; No. 116, 1/70368744177664c; No. 117, 1/140737488355328c; No. 118, 1/281474976710656c; No. 119, 1/562949953421312c; No. 120, 1/1125899906842624c; No. 121, 1/2251799813685248c; No. 122, 1/4503599627370496c; No. 123, 1/9007199254740992c; No. 124, 1/18014398509481984c; No. 125, 1/36028797018963968c; No. 126, 1/72057594037927936c; No. 127, 1/144115188075855872c; No. 128, 1/288230376151711744c; No. 129, 1/576460752303423488c; No. 130, 1/1152921504606846976c; No. 131, 1/2305843009213693952c; No. 132, 1/4611686018427387904c; No. 133, 1/9223372036854775808c; No. 134, 1/18446744073709551616c; No. 135, 1/36893488147419103232c; No. 136, 1/73786976294838206464c; No. 137, 1/147573952589676412928c; No. 138, 1/295147905179352825856c; No. 139, 1/590295810358705651712c; No. 140, 1/1180591620717411303424c; No. 141, 1/2361183241434822606848c; No. 142, 1/4722366482869645213696c; No. 143, 1/9444732965739290427392c; No. 144, 1/18889465931478580854784c; No. 145, 1/37778931862957161709568c; No. 146, 1/75557863725914323419136c; No. 147, 1/151115727451828646838272c; No. 148, 1/302231454903657293676544c; No. 149, 1/604462909807314587353088c; No. 150, 1/1208925819614629174706176c; No. 151, 1/2417851639229258349412352c; No. 152, 1/4835703278458516698824704c; No. 153, 1/9671406556917033397649408c; No. 154, 1/19342813113834066795298816c; No. 155, 1/38685626227668133590597632c; No. 156, 1/77371252455336267181195264c; No. 157, 1/154742504910672534362390528c; No. 158, 1/309485009821345068724781056c; No. 159, 1/618970019642690137449562112c; No. 160, 1/1237940039285380274899124224c; No. 161, 1/2475880078570760549798248448c; No. 162, 1/4951760157141521099596496896c; No. 163, 1/9903520314283042199192993792c; No. 164, 1/19807040628566084398385987584c; No. 165, 1/39614081257132168796771975168c; No. 166, 1/79228162514264337593543950336c; No. 167, 1/158456325028528675187087900672c; No. 168, 1/316912650057057350374175801344c; No. 169, 1/633825300114114700748351602688c; No. 170, 1/1267650600228229401496703205376c; No. 171, 1/2535301200456458802993406410752c; No. 172, 1/5070602400912917605986812821504c; No. 173, 1/10141204801825835211973625643008c; No. 174, 1/20282409603651670423947251286016c; No. 175, 1/40564819207303340847894502572032c; No. 176, 1/81129638414606681695789005144064c; No. 177, 1/162259276829213363391578010288128c; No. 178, 1/324518553658426726783156020576256c; No. 179, 1/649037107316853453566312041152512c; No. 180, 1/1298074214633706907132624082305024c; No. 181, 1/2596148429267413814265248164610048c; No. 182, 1/519229685853